

SECRET
TYPED/MAILED IN

ROUTING AND RECORD SHEET

INSTRUCTIONS: Use officer designations in the "TO" column. Please make reference to correspondence with the number in the "TO" column. Draw a line across the sheet under each officer. Each officer should date and initial (above their name) before further routing. This Routing and Record sheet should NOT be removed from the attached RECORD document.

FROM: RI/				DOCUMENT NUMBER EGBA-57413		
TO	ROOM NO. 43 E-4 15	DATE		DOCUMENT DATE		
		RECEIVED	FORWARDED	INITIALS TWD		
				COMMENTS NOTE: If a copy or attachment is removed from the attached document, note the location of the copy and/or attachment here. If the <u>RECORD COPY</u> is to be retained in the office of the DDCM, call the Central File Section for permission.		
				1-2 Generally S. & N. kind, but I do not like the implications of Part 10c. Believe we should go on record now as not favoring the apparently assumed fairly regular exchange of COMINT funds. Once I say we proposed to file DD 103, 105 and several from CHINAH? Is this changing over, also, can we not once we gain access COMINT be authorized in Part 8, together with EGI/SEC, etc.		
				FILE TITLE		
				FILE NUMBER		
				ENCLOSURE		
				ABSTRACT		
				DATE PREPARED		
				0041 INDEX		
		RI/FI		1400L		

FORM NO. 7 OCT. 55 610a

SECRET

DECLASSIFIED AND RELEASED BY
CENTRAL INTELLIGENCE AGENCY
UNDER E.O. 14176 EXEMPT FROM E.O.
14176, WAR CRIMES DISCLOSURE ACT
DATE 2007

DISPATCHER		S E C R E T	ROUTING STAMP AND NO.
TO	Chief, EC	EGBA-57413	
INFO	COS, Bonn	HEADQUARTERS FILE NO.	
FROM	Chief of Base, Berlin	32E-126-0024	
SUBJECT	Operational/CADORY LCCASOCK/Project Reorganisation	Field File 690	
ACTION REQUIRED		DATE	29 May 1959
REFERENCE(S)	A. BRIN-3699 B. FRAN-4601 C. DIR-26250	RE: "423" - (CHECK "X" ONE)	<input type="checkbox"/> MARKED FOR INDEXING
		<input checked="" type="checkbox"/> XXX	<input type="checkbox"/> NO INDEXING REQUIRED
			<input type="checkbox"/> INDEXING CAN BE JUDGED BY QUALIFIED HQ. DESK ONLY

1. Attached under separate cover is a breakdown of the minimum fixed cost program submitted by LCCASOCK-1, endorsed by us per reference A and approved per reference B and C.

2. The salary portion of the breakdown lists personnel which, as of the time LCCASOCK-1 submitted the program, were regarded as "core" employees who would be needed and who would be willing to stay on after 30 June 1959. Two or three on the list have since given notice or indicated a desire to quit, hence the list cannot be taken as final. As soon as it is definitely known who will be retained after 30 June we shall forward a revised roster. At the same time, or soon thereafter, we shall transmit additional PRJ-1 data on those employees in the final roster whose names were previously noted (starred) in the list attached to EGBA-56164, 15 October 1958, as having insufficient data for proprietary approval.

3. Regardless of possible changes in the attached personnel listing, the salary portion of the attached fixed cost calculation will remain approximately the same (DMW 12,000) and total fixed costs (including some costs which have heretofore appeared as "administrative variable costs" in the monthly project accountings) will be maintained at the DMW 19,000 level.

4. This DMW 19,000 fixed cost figure includes that portion of Schlagzeug overhead which is required physically to house and service the magazine under CARDINAL auspices. These basic overhead costs consist of (a) the partial use of one printing press (the one purchased in November 1958 from CAWASH Schlagzeug subsidy funds); (b) the use of basic CARDINAL administrative facilities (rent, telephone service, desk and archive space, etc.) and (c) a minimal amount of managerial attention on the part of LCCASOCK-1. The DMW 19,000 figure excludes all Schlagzeug direct production and distribution costs and all Schlagzeug overhead that is directly related to the production of the magazine.

APPROVED:

MRK

E

1

Attachment:

As noted above, USC

Distribution:

3-EE, w/Att
2-COS, w/Att
2-Bonn, w/Att

abs

The first point of interest is the effect of the new system on the production of the different types of fish. The new system has been adopted by all the major fishing ports in the country, and it has had a significant impact on the industry. The new system has led to a significant increase in the production of fish, particularly in the case of salmon and trout. This is due to the fact that the new system allows for more efficient and effective fishing methods, which results in higher yields per unit of effort.

The second point of interest is the effect of the new system on the environment. The new system has been designed to minimize the impact of fishing on the environment. It has been developed to ensure that fishing operations do not damage the marine ecosystem. The new system also aims to reduce the amount of waste generated by fishing operations, which is a significant concern in today's world.

The third point of interest is the effect of the new system on the economy. The new system has had a positive impact on the economy. It has created new jobs and opportunities for people in the fishing industry. The new system has also helped to increase the value of fish exports, which is a significant source of revenue for the country. The new system has also helped to improve the overall efficiency of the fishing industry, which has led to a reduction in costs and an increase in profits.

The fourth point of interest is the effect of the new system on the society. The new system has had a positive impact on society. It has helped to improve the lives of many people who work in the fishing industry. The new system has also helped to reduce the impact of fishing on the environment, which is a concern for many people. The new system has also helped to increase the value of fish exports, which is a significant source of revenue for the country. The new system has also helped to improve the overall efficiency of the fishing industry, which has led to a reduction in costs and an increase in profits.

The fifth point of interest is the effect of the new system on the future. The new system has the potential to revolutionize the fishing industry. It has the potential to create new opportunities for people in the industry. It also has the potential to help to protect the environment. The new system has the potential to help to ensure that the fishing industry remains sustainable for generations to come.

RECORDED

RECORDED

Boy - were
we right 6 months ago?
(per FW)

...the original plan was to have the first batch of 1000 vehicles delivered by 1st July 1952, and the remaining 1000 vehicles by 1st October 1952. This was to be followed by a further 1000 vehicles per month until the total number of 10,000 vehicles had been supplied. The original plan, however, was modified to take account of the fact that the first 1000 vehicles would be delivered in July 1952, and the remaining 1000 vehicles in August 1952. This modified plan was accepted by the Ministry of Supply on 1st July 1952. The first 1000 vehicles were delivered in July 1952, and the remaining 1000 vehicles in August 1952. The second 1000 vehicles were delivered in September 1952, and the third 1000 vehicles in October 1952. The fourth 1000 vehicles were delivered in November 1952, and the fifth 1000 vehicles in December 1952. The sixth 1000 vehicles were delivered in January 1953, and the seventh 1000 vehicles in February 1953. The eighth 1000 vehicles were delivered in March 1953, and the ninth 1000 vehicles in April 1953. The tenth 1000 vehicles were delivered in May 1953, and the eleventh 1000 vehicles in June 1953. The twelfth 1000 vehicles were delivered in July 1953, and the thirteenth 1000 vehicles in August 1953. The fourteenth 1000 vehicles were delivered in September 1953, and the fifteenth 1000 vehicles in October 1953. The sixteenth 1000 vehicles were delivered in November 1953, and the seventeenth 1000 vehicles in December 1953. The eighteenth 1000 vehicles were delivered in January 1954, and the nineteenth 1000 vehicles in February 1954. The twentieth 1000 vehicles were delivered in March 1954, and the twenty-first 1000 vehicles in April 1954. The twenty-second 1000 vehicles were delivered in May 1954, and the twenty-third 1000 vehicles in June 1954. The twenty-fourth 1000 vehicles were delivered in July 1954, and the twenty-fifth 1000 vehicles in August 1954. The twenty-sixth 1000 vehicles were delivered in September 1954, and the twenty-seventh 1000 vehicles in October 1954. The twenty-eighth 1000 vehicles were delivered in November 1954, and the twenty-ninth 1000 vehicles in December 1954. The thirtieth 1000 vehicles were delivered in January 1955, and the thirty-first 1000 vehicles in February 1955. The thirty-second 1000 vehicles were delivered in March 1955, and the thirty-third 1000 vehicles in April 1955. The thirty-fourth 1000 vehicles were delivered in May 1955, and the thirty-fifth 1000 vehicles in June 1955. The thirty-sixth 1000 vehicles were delivered in July 1955, and the thirty-seventh 1000 vehicles in August 1955. The thirty-eighth 1000 vehicles were delivered in September 1955, and the thirty-ninth 1000 vehicles in October 1955. The fortieth 1000 vehicles were delivered in November 1955, and the forty-first 1000 vehicles in December 1955. The forty-second 1000 vehicles were delivered in January 1956, and the forty-third 1000 vehicles in February 1956. The forty-fourth 1000 vehicles were delivered in March 1956, and the forty-fifth 1000 vehicles in April 1956. The forty-sixth 1000 vehicles were delivered in May 1956, and the forty-seventh 1000 vehicles in June 1956. The forty-eighth 1000 vehicles were delivered in July 1956, and the forty-ninth 1000 vehicles in August 1956. The五十th 1000 vehicles were delivered in September 1956, and the fifty-first 1000 vehicles in October 1956. The fifty-second 1000 vehicles were delivered in November 1956, and the fifty-third 1000 vehicles in December 1956. The fifty-fourth 1000 vehicles were delivered in January 1957, and the fifty-fifth 1000 vehicles in February 1957. The fifty-sixth 1000 vehicles were delivered in March 1957, and the fifty-seventh 1000 vehicles in April 1957. The fifty-eighth 1000 vehicles were delivered in May 1957, and the fifty-ninth 1000 vehicles in June 1957. The六十th 1000 vehicles were delivered in July 1957, and the sixty-first 1000 vehicles in August 1957. The sixty-second 1000 vehicles were delivered in September 1957, and the sixty-third 1000 vehicles in October 1957. The sixty-fourth 1000 vehicles were delivered in November 1957, and the sixty-fifth 1000 vehicles in December 1957. The sixty-sixth 1000 vehicles were delivered in January 1958, and the sixty-seventh 1000 vehicles in February 1958. The sixty-eighth 1000 vehicles were delivered in March 1958, and the sixty-ninth 1000 vehicles in April 1958. The七十th 1000 vehicles were delivered in May 1958, and the七十-first 1000 vehicles in June 1958. The七十-second 1000 vehicles were delivered in July 1958, and the七十-third 1000 vehicles in August 1958. The七十-fourth 1000 vehicles were delivered in September 1958, and the七十-fifth 1000 vehicles in October 1958. The七十-sixth 1000 vehicles were delivered in November 1958, and the七十-seventh 1000 vehicles in December 1958. The七十-eighth 1000 vehicles were delivered in January 1959, and the七十-ninth 1000 vehicles in February 1959. The八十th 1000 vehicles were delivered in March 1959, and the八十-first 1000 vehicles in April 1959. The八十-second 1000 vehicles were delivered in May 1959, and the八十-third 1000 vehicles in June 1959. The八十-fourth 1000 vehicles were delivered in July 1959, and the八十-fifth 1000 vehicles in August 1959. The八十-sixth 1000 vehicles were delivered in September 1959, and the八十-seventh 1000 vehicles in October 1959. The八十-eighth 1000 vehicles were delivered in November 1959, and the八十-ninth 1000 vehicles in December 1959. The九十th 1000 vehicles were delivered in January 1960, and the九十-first 1000 vehicles in February 1960. The九十-second 1000 vehicles were delivered in March 1960, and the九十-third 1000 vehicles in April 1960. The ninety-fourth 1000 vehicles were delivered in May 1960, and the ninety-fifth 1000 vehicles in June 1960. The ninety-sixth 1000 vehicles were delivered in July 1960, and the ninety-seventh 1000 vehicles in August 1960. The ninety-eighth 1000 vehicles were delivered in September 1960, and the ninety-ninth 1000 vehicles in October 1960. The一百th 1000 vehicles were delivered in November 1960, and the一百-first 1000 vehicles in December 1960.

Lee-Petechi
S/Bd.-Mechki
Will approve
CAGHOUR
for this
only other way
available via
Project amendment

In view of the above, we have asked the Ministry of Supply to amend the original contract to provide for a payment

of the first payment towards the cost of the project with regard to the first 1000 vehicles, and the remaining 9000 vehicles will be paid in monthly instalments, commencing from the date of delivery of the first 1000 vehicles.

The first payment towards the cost of the project will be made on delivery of the first 1000 vehicles, and the remaining 9000 vehicles will be paid in monthly instalments, commencing from the date of delivery of the first 1000 vehicles.

We have also agreed to make arrangements for the delivery of the first 1000 vehicles, and the remaining 9000 vehicles will be paid in monthly instalments, commencing from the date of delivery of the first 1000 vehicles.

A joint statement issued last week indicated that, the original agreement had been modified to provide for two parts: (1) a DMW subsidy of £100,000, and (2) a variable subsidy, dependent on the number of vehicles delivered, up to £100,000, for direct delivery to the customer. The variable portion will be dependent on the number of vehicles delivered, and the type of our vehicles. We have agreed to modify the following requirements after

新嘉坡總理
Sir George Treacher

Although the "fixing" and "variable" portions of the budget will be apportioned in the following account, encumbrances of expenditures must also be taken into account. These are best made public by the State Auditor's Office, and should be annual, can be easily understood, and a copy of the same can be obtained from the Auditor's Office. The auditor must be consulted in making the budget, and the audited proposed budget must be submitted to the Legislature early in the year. The auditor's report on the budget is usually made available to the public, and the auditor's opinion of the soundness of the budget is often given. The auditor's report is usually made available to the public, and the auditor's opinion of the soundness of the budget is often given.

10. The following is a list of the names of the members of the Board of Education, who were present at the meeting held on the 21st instant, and also the names of the members of the Board of Education, who were present at the meeting held on the 22d instant.

1. ప్రాణికి విషమతలు ఉన్నాయి అన్నాడు. ప్రాణికి విషమతలు ఉన్నాయి అన్నాడు.

E J

S E C R E T

SEPARATE COVER ATTACHMENT

TO HGBA-57413

Fixed Costs:

Salaries:

Marbach, K.H.	DMW	2,675.
Gimmeauditor, W.		1,500.
Lukass, H.		700.
Lombardino, S.		626.
Vogelz, R.		1,000.
Korb, G.		651.
Schmidt, G.		900.
Schulte, M.		900.
Dalofason, M.		355.
Hausw, G.		517.
Hohry, D.		350.
Meier, G.		326.
Beckmann, G.		320.
Prest, U.		326.
Neureuter, P.		282.
Wagner, P.		325.
Schikora,		152
Luedtke, M.		40.
	DMW	12,045.

Employee benefits

600.

Rent, housekeeping, office expenses:

Rent, cleaning	1,200.
Equipment repairs	150.
Legal & tax counseling fees	150.
Telephone, postage	550.
Newspapers	350.
Office supplies	800.
Automobiles	1200.
	3,400.

Transportation costs

600.

* Fuel, vehicle maintenance & repairs
* Inventory additions
* Business taxes (incl. turnover tax)

2,050.
200.
1,050.
2,300.

TOTAL

DMW 18,945.

* Note: These costs have appeared under the "Variable Cost" portion of regular project summary accountings.

S E C R E T